

Comparison of the transport of (goat) kids and lambs in France with several other EU Member States

[Les exemples à l'étranger sont traduits en français.](#)

Background: Investigators from L214 visited two livestock markets in France specialized in the trade of goat kids and lambs. The market of Parthenay was visited in April 2009, and the market of Lezay in August 2009 and December 2009. During all three visits, L214 investigators were shocked by the handling and transport conditions of these young animals; after being sold at the market, they were picked up and often thrown or jammed into transport crates similar to those used for the transport of turkeys. In these crates, the young animals are not able to stand up. As well, because their bodies were touching the ceiling of the crates, the circulation of air was also seriously compromised. Equally shocking was the fact that this was all being tolerated by the market authorities, including the veterinarians present.



Legal problems: Such loading and transport conditions are infringements to the COUNCIL REGULATION (EC) No 1/2005 of 22 December 2004 on the protection of animals during transport

and related operations and amending Directives 64/432/EEC and 93/119/EC and Regulation (EC) No 1255/97. Namely:

Article 3a: all necessary arrangements have been made in advance to meet animals' needs during the journey

Article 3 c: the means of transport are designed, constructed, maintained and operated so as to avoid injury and suffering and ensure the safety of the animals.

Article 3 d: the loading and unloading facilities are adequately designed, constructed, maintained and operated so as to avoid injury and suffering and ensure the safety of the animals.

Article 3 e: the personnel handling animals are trained or competent as appropriate for this purpose and carry out their tasks without using violence or any method likely to cause unnecessary fear, injury or suffering.

Article 3 g: sufficient floor area and height is provided for the animals, appropriate to their size and the intended journey;

Article 6, pt 3: Transporters shall transport animals in accordance with the technical rules set out in Annex 1

ANNEX I TECHNICAL RULES CHAPTER II

1.2. Sufficient space shall be provided inside the animals' compartment and at each of its levels to ensure that there is adequate ventilation above the animals when they are in a naturally standing position, without on any account hindering their natural movement.

1.8 (d) It shall be prohibited to lift or drag the animals by head, ears, horn, legs, tail or fleece, or handle them in such a way as to cause them unnecessary pain or suffering.

As well, the operators of the livestock markets (assembly centres) in Parthenay and Lezay are to be partly blamed. Council Regulation (EC) 1/2005 states:

“(16) Animal transport involves not only transporters but also other categories of operators such as farmers, traders, assembly centres and slaughterhouses. As a consequence, some obligations regarding the welfare of animals should be extended to any operator involved in the transport of animals.

(17) Assembly centres play a critical role in the transport of some livestock species. Therefore, assembly centres should ensure that Community legislation on the protection of animals during transport is known and respected by their employees and visitors. “

Actions taken by L214: L214 filed an official complaint against the transport company and drew the attention of the pertinent French veterinarian authorities from the DDSV (now called the DDPP), as well as the DGAL to the violations they observed.

After much back and forward communication, and the French official veterinarians admitting the transport conditions were less than ideal, the DGAL has decided to “research alternative transport methods of kids and lambs, together with the industry, so that things can improve in the future”.

Situation in April 2010: L214 returned to both Parthenay and Lezay livestock markets and were appalled at the fact that *nothing has changed*. Young kids continue to be loaded in a brutal manner and transported in small crates where they cannot stand up, move or get adequate air circulation.

Conclusion: L214 is disturbed and frustrated by the complete lack of enforcement of the EC 1/2005 by the French authorities. L214 seriously questions why France has to research alternative methods of transporting these animals before putting a halt to the current situation. These transport conditions have been clearly against the rules for already 19 years now- why has it been tolerated for so long and why is it still being tolerated? Why are legal methods of transporting kids and lambs not being enforced immediately?

What now: L214 decided to ask welfare-inspectors working for the NGO “Eyes on Animals” to find out how kids are transported in other EU countries and if officials there would tolerate the transport conditions observed in France. This report is a summary of the findings. Please understand that due to the nature of this research, not all officials can be named.

ITALY / ITALIE

The Italian official inspectors responded that the transport conditions observed by L214 at the markets of Parthenay and Lezay do not comply with the EC 1/2005 and would not be accepted in Italy. Below is a photo of a livestock transport company transporting young goats in Italy.

They are loaded in multi-deck vehicles, similar to those used for piglets. They can stand up, walk around, and have proper air circulation. Such loading conditions are considered legal and are accepted by the Italian authorities.

Les inspecteurs officiels italiens répondent que les conditions de transports observées par L214 sur les marchés de Parthenay et de Lezay ne sont pas en conformité avec le règlement CE 1/2005 et ne seraient pas acceptées en Italie. Ci-dessous, la photo d'une bétailière transportant de jeunes chevreaux en Italie.

Ils sont chargés dans une bétailière multiniveaux, similaire à celles utilisées pour les porcelets. Ils peuvent se lever, marcher et se tourner, et de l'air frais y circule. De telles conditions de transports sont légales et acceptées par les autorités italiennes.



AUSTRIA / AUTRICHE

According to Dr. Rabitsch, transport veterinarian inspector from Austria, the transport conditions observed by L214 in France are in violation of the EC 1/2005. Should a livestock truck, such as the one observed in France, be stopped by the authorities in Austria, the company would face a fine of up to €5000. The amount would depend on the level of suffering occurred. The action he would take on the spot would also depend on the state of the animals. If the animals do not show signs of suffering, he would write an official report to the court and the company would face a fine. Should the animals show signs of suffering, he would additionally have the animals unloaded, fed and watered and demand that another livestock vehicle, in conformity with the law, come to pick up the animals.

He has sent a photo showing a means of transporting kids that is in accordance with the law and accepted by the Austrian authorities. Again, it is a multi-deck livestock truck similar to those used for pigs or calves.

D'après le Docteur Rabitsch, inspecteur vétérinaire "transport" en Autriche, les conditions de transport observées par L214 en France sont en violation avec le règlement CE 1/2005. Si un transport d'animaux vivants, tel que celui observé en France, était stoppé par les autorités en Autriche, la compagnie de transport recevrait une amende d'au moins 5000€. Son montant dépendrait du niveau de souffrance observée. Les actions sur place dépendrait également de l'état des animaux. Si les animaux ne montraient pas de signe de souffrance, il écrirait un rapport officiel à la justice et la compagnie aurait une amende. Si les animaux montraient des signes de souffrance, il ferait en plus décharger, nourrir et abreuver les animaux et demanderait qu'un autre véhicule, en conformité avec la loi, vienne prendre les animaux.

Docteur Rabitsch a envoyé une photo montrant un transport de chevreaux en conformité avec la loi et accepté par les autorité autrichiennes. De nouveau, c'est une bétailière à plusieurs niveaux similaire à celle utilisée pour les porcelets ou les veaux.



THE NETHERLANDS / PAYS-BAS

The Dutch official inspector responded that the transport conditions observed by L214 at the markets of Parthenay and Lezay do not comply with the EC 1/2005 and would not be accepted. The young animals cannot stand up in their natural position, the ventilation is blocked and the inspector questions whether the young animals are receiving the minimum EU floor-space requirement of 1m² for 5 small kids/lambs (0,2 m²/animal).

Unfortunately there is no photo available of a Dutch transport with kids, nevertheless we have found a photo showing how much space should be made available for young kids (5 kids per m²). This photo clearly illustrates that the kids on board the French transports were overcrowded.

Les inspecteurs officiels hollandais répondent que les conditions de transport observées par L214 sur les marchés de Parthenay et Lezay sont en contradiction avec le règlement CE 1/2005 et ne seraient pas acceptées. Les jeunes animaux ne peuvent pas se lever dans leur position naturelle, la ventilation est bloquée et l'inspecteur se demande si les animaux ont la surface au sol réglementaire soit 1m² pour 5 jeunes chevreaux ou moutons (0,2 m² / animal)

Malheureusement, aucune photo de transport de transport hollandais n'était disponible mais néanmoins nous avons trouvé une photo montrant quel espace devrait être disponible pour les chevreaux (5 chevreaux par m²). Cette photo illustre clairement que les chevreaux à bord des bétailières françaises étaient bien trop serrés.

